



# DRAFT

## Preliminary Preferred Alternative Transit Characteristics

### Service Characteristics

#### ***Total Transit System Serving I-405 Study Area***

The transit system serving the I-405 study area under the Preliminary Preferred Alternative would consist of three components: Local service, express/commuter service, and a BRT express service. The total assumed annual revenue hours are shown below. The total revenue hours have been modified from previous results as follows:

- Alternative 3 (Original Hours) = 2.8 Million (included service hours of bus routes traveling on I-5 on the western boundary of the I-405 study area)
- Alternative 3 (Modified Hours) = 2.1 million (includes service of bus routes serving the I-405 study area, except as noted above)
- Preliminary Preferred Alternative = 1.4 Million Annual Transit Vehicle Revenue Hours

The number of revenue hours for the PPA has been reduced to a level that produces a reasonable level of ridership (shown later) in comparison with transit service provided.

Annual Transit Vehicle Revenue Hours (Serving I-405 Study Area in 2020)	1.4 million	(1.0 million No Action) (0.9 million 2007 Base Year)
Local Service (King County Metro and Community Transit)	0.7 million	
Express/Commuter Service (King County Metro and Community Transit)	0.2 million	
BRT/Sound Transit Regional Express	0.5 million	

#### ***Bus Rapid Transit Service in I-405 Corridor***

##### **Alignment**

From Sea-Tac Airport Transportation Center via North Airport Access Road to SR 518 to I-405 HOV lanes. Exit I-405 HOV lanes at SR 167, via arterial HOV lanes on Rainier Avenue South, South 3<sup>rd</sup>/4<sup>th</sup> Streets, Park Avenue North and North 8<sup>th</sup> Street to I-405 Direct Access. Via I-405

HOV lanes to Bellevue Direct Access to Bellevue Transit Center. From Bellevue Transit Center via Bellevue Direct Access Ramps to I-405 HOV lanes. Via I-405 HOV lanes to I-5, south on I-5 HOV lanes to Lynnwood Direct Access Ramps to Lynnwood Transit Center.

- Average Spacing of BRT Stops 3.2 miles (average over entire length)
- Top Speed 60 mph
- Average Operating Speed 31.2 mph (average over entire length)  
(including stops)

### **Service Pattern**

- BRT Backbone Service
  - All Day, Two-Way All-Stop Service at 10 minute headway
- Other All Day BRT Routes using I-405:
  - Federal Way to Auburn via SR 167 through Renton to I-405 to Bellevue Transit Center
  - Renton Highlands to Port Quendall via I-405 to I-90 to Seattle
  - Issaquah via I-90 to I-405 to SR 520 to University District
  - Bellevue Transit Center via I-405 to I-90 to Seattle
  - Bellevue Transit Center via I-405 to SR 520 to University District
  - Redmond Town Center via SR 520 to I-405 to Bellevue Transit Center
  - Totem Lake via I-405 to SR 522 to Shoreline
  - Woodinville Transit Center to SR 522 to I-405 to Bellevue Transit Center
  - Everett Mall via I-5 to I-405 to Bellevue Transit Center
- All Day Feeder / Local Bus Service connecting at BRT stations
- Peak Period Express Services

### **Service Characteristics**

- Distinctive Vehicles with Level Boarding
- Off-Vehicle Fare Collection
- High-End Customer Information Displays

### **BRT Station Locations**

- Sea-Tac Airport Transportation Center
- Tukwila (Commuter Rail Station)
- Renton Transit Center

- Port Quendall
- Newport Hills
- Bellevue Transit Center
- Central Kirkland (NE 85th Street)
- Totem Lake
- Bothell/ UW Campus
- Canyon Park
- Lynnwood Transit Center

### Other Bus Connection Locations

- SR 167
- I-90
- SR 520
- SR 522
- I-5 (Swamp Creek Interchange)

## System Performance

2020 Transit Trips with one or both ends in the Study Area

Alternative	2020 Average Daily Transit Person Trips	2020 Annual Transit Person Trips
Preliminary Preferred Alternative	102,700	30.8 million
<b>Comparison with DEIS Alternatives</b>		
No Action	85,700	25.7 million
Alternative 1	101,200	30.3 million
Alternative 2	102,800	30.8 million
Alternative 3	110,100	33.0 million
Alternative 4	99,600	30.4 million

## 2020 Transit Performance along I-405 Corridor

Screenline	2020 Daily Transit Trips	
	Preliminary Preferred Alternative	No Action
<b>Bothell</b> (south of County Line)	2,700	1,600
<b>Bellevue</b> (south of NE 8th Street)	17,700	13,700
<b>Renton</b> (west of Renton CBD)	11,200	9,200

Actual performance can be adjusted by scaling the mix of transit service types and hours of service.

### Park-and-Ride Requirements

Table will be sent separately

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